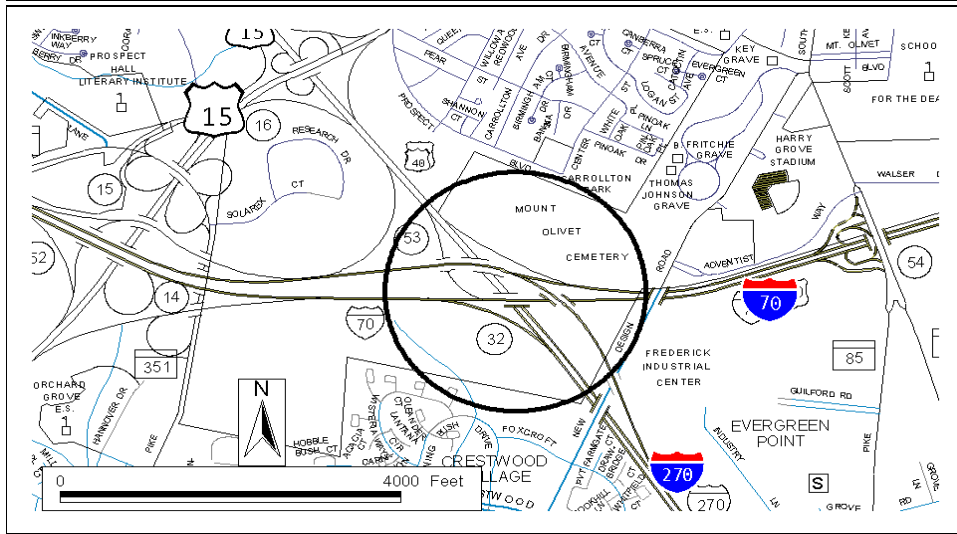


STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 1

INTERSTATE CONSTRUCTION PROGRAM



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Phase 1A - Interchange at I-270, and intersection improvements at Adventist Drive/New Design Road and MD 355/Adventist Drive.

JUSTIFICATION: Existing interchange has missing movements and substandard or missing acceleration and deceleration lanes. The existing interchange cannot handle expected future traffic needs.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

MD 475 (East Street Extended), South Street to Patrick Street (Construction Program)
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)
 MARC, Point of Rocks to Frederick (MTA Construction Program)
 I-270 and US15 Multi-Modal Corridor Study (D&E Program)
 MD 475 (East Street Extended), South St. to proposed Walser Drive (D&E Program)
 I-70, Mt Philip Road to MD 144 FA (D&E Program)

STATUS: Construction underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The Right-of-way cost increase of \$2.8 million is due to the inclusion of right-of-way previously purchased under another project phase.

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	7435	0	0	0	0	HPP

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2004	2005	2006	2007	2008	0	0
Engineering	1,384	1,384	0	0	0	0	0	0	0	0	0
Right-of-way	4,294	4,094	200	0	0	0	0	0	0	200	0
Construction	30,397	21,098	9,299	0	0	0	0	0	0	9,299	0
Total	36,075	26,576	9,499	0	0	0	0	0	0	9,499	0
Federal-Aid	29,493	21,858	7,635	0	0	0	0	0	0	7,635	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

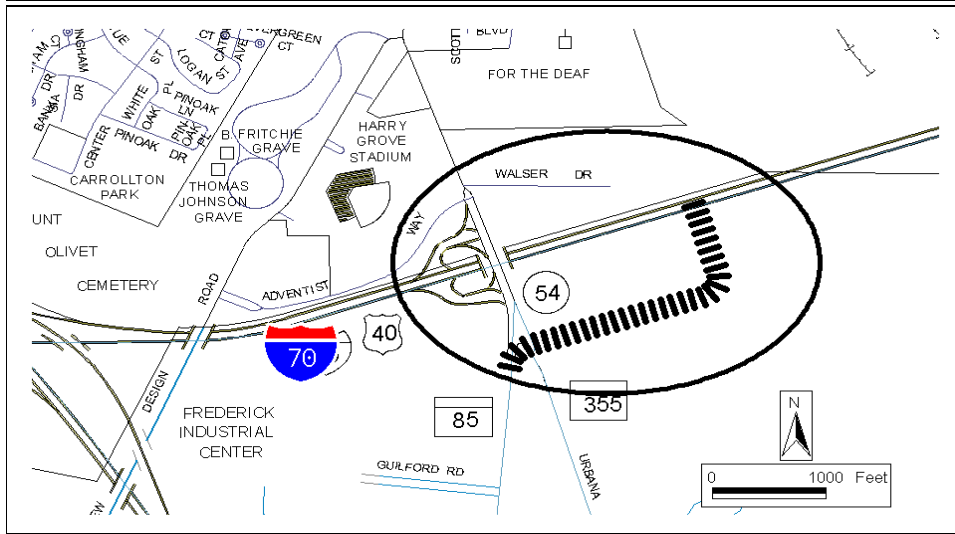
STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 68,300

PROJECTED (2025) - 118,000

OPERATING COST IMPACT: \$12,000 per year



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Construct relocated MD 85 and the eastbound ramps from I-70/MD 355. Construct relocated MD 85 at the MD 355 intersection, and widen MD 355 south of I-70 for approximately 2,000 feet. Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: The existing interchange at I-70 / MD 355 cannot handle existing and expected future traffic needs and does not meet current design and safety standards. This interim improvement will address congestion and safety issues until the Walser Drive interchange can be funded.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☒ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-70/I-270 Interchange (Construction Program)
 MD 475 (East Street Extended), South Street to Patrick Street (Construction Program)
 MARC, Point of Rocks to Frederick (MTA Construction Program)
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)
 MD 475 (East Street Extended), South Street to proposed Walser Drive (D&E Program)
 I-70, Mt. Phillip Road to MD 144 FA (D&E Program)

STATUS: Final Engineering, Right-of-way and utilities underway. Construction to begin during budget fiscal year.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Cost increase of \$1.6 million is due to the inclusion of design funds from Phase 3.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	5200	7610	1149	0	IM

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	1,599	439	1,160	0	0	0	0	0	1,160	0
Right-of-way	1,373	208	1,165	0	0	0	0	0	1,165	0
Construction	17,895	0	0	6,666	9,756	1,473	0	0	17,895	0
Total	20,867	647	2,325	6,666	9,756	1,473	0	0	20,220	0
Federal-Aid	15,157	182	1,017	5,200	7,610	1,148	0	0	14,975	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

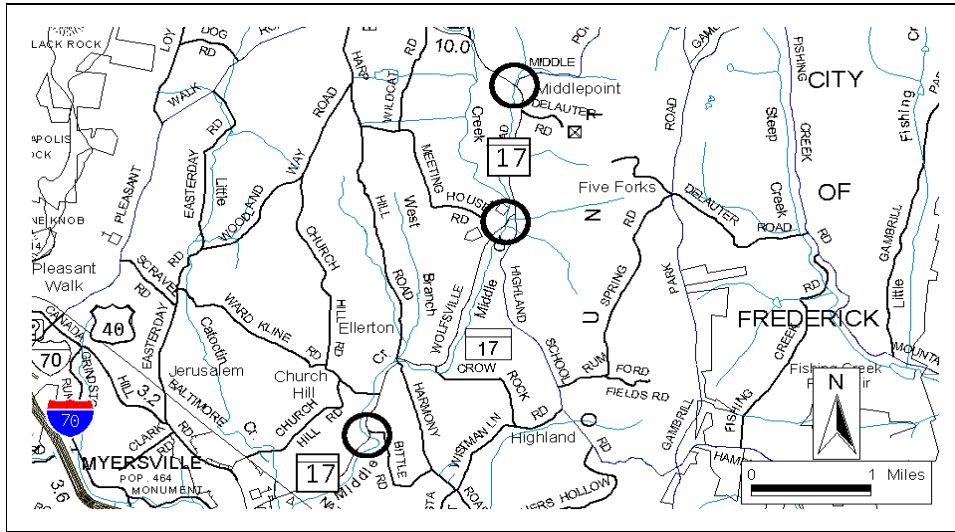
CURRENT (2000) - 36,350

PROJECTED (2025) - 51,900

OPERATING COST IMPACT: \$5,300 per year

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 3

SECONDARY CONSTRUCTION PROGRAM



PROJECT: MD 17, Wolfsville Road

DESCRIPTION: Replace Bridges 10068, 10069 and 10071 over Middle Creek and tributary to Middle Creek.

JUSTIFICATION: The existing structures are structurally deficient and require replacement.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input type="checkbox"/> Project Within PFA | <input checked="" type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	2512	0	0	BR

STATUS: Final Engineering underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Added to the Construction Program.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER										
PROJECT CASH FLOW										
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	2004	2005	2006	2007	0	0
Engineering	296	120	66	66	44	0	0	0	176	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	3,441	0	0	0	0	3,441	0	0	3,441	0
Total	3,737	120	66	66	44	3,441	0	0	3,617	0
Federal-Aid	2,685	34	52	52	35	2,512	0	0	2,651	0

FUNCTION :

STATE - Rural Major Collector

FEDERAL - Rural Major Collector

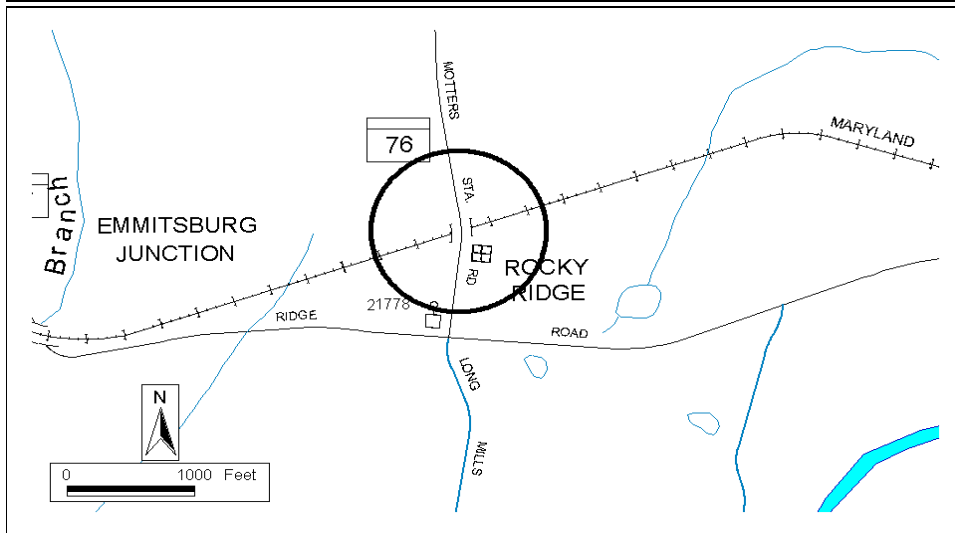
STATE SYSTEM: Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 2,750

PROJECTED (2025) - 4,000

OPERATING COST IMPACT: N/A



PROJECT: MD 76, Motters Station Road

DESCRIPTION: Replace Bridge 10048 over Maryland-Midland RR.

JUSTIFICATION: The old bridge was in an advancing state of deterioration and was posted for a 10 ton weight limit.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:				<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER							
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	0	0	0	0	0	0	0	0	0	0	
Engineering	93	93	0	0	0	0	0	0	0	0	
Right-of-way	50	50	0	0	0	0	0	0	0	0	
Construction	661	358	303	0	0	0	0	0	303	0	
Total	804	501	303	0	0	0	0	0	303	0	
Federal-Aid	594	352	242	0	0	0	0	0	242	0	

FUNCTION :

STATE - Local

FEDERAL - Local

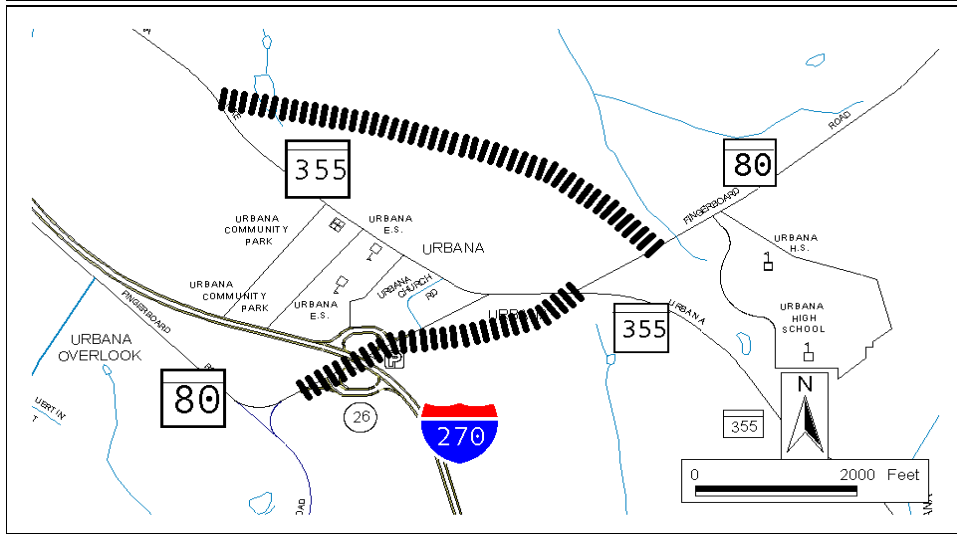
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 650

PROJECTED (2025) - 1,100

OPERATING COST IMPACT: N/A



PROJECT: MD 80 and MD 355 Relocated

DESCRIPTION: Reconstruct MD 80 and MD 355 to 4 lanes on relocation east of I-270, north and south of Urbana. Includes sidewalks where appropriate. Wide curb lanes and shoulders will accommodate bicycles.

JUSTIFICATION: These roadways will serve the rapidly developing area in Urbana. The proposed improvements will provide the capacity needed to relieve existing MD 80 and MD 355. The improvements are being constructed by developers in the area.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
☒ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study(D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Construction complete on MD 80. Final Engineering underway on MD 355. This is a developer funded improvement.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE:											
<input type="checkbox"/> SPECIAL <input type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
Planning	0	0	0	0	.....2004.....	.....2005.....	.....2006.....	.....2007.....	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Major Collector

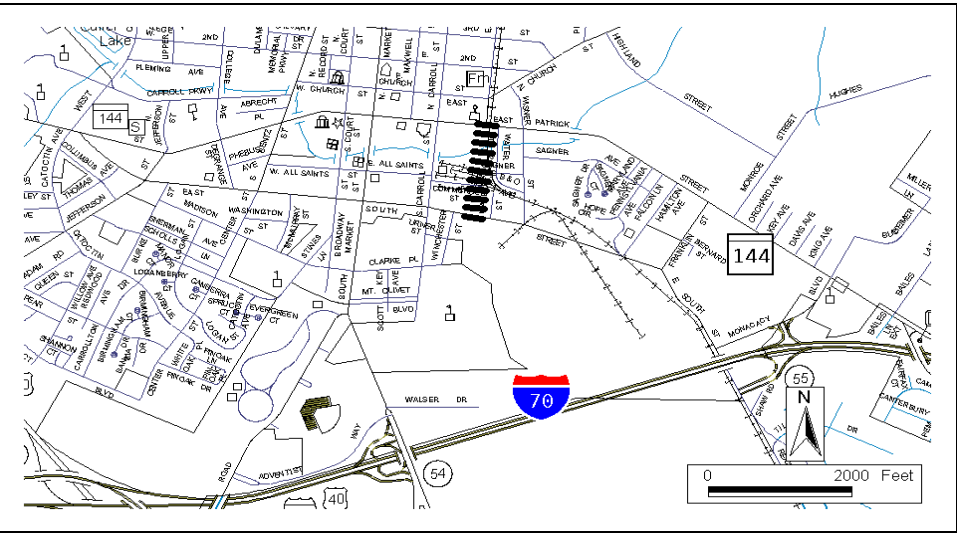
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 9,650 (MD 355)
8,025 (MD 80)

PROJECTED (2025) - 24,000 (MD 355)
42,000 (MD 80)

OPERATING COST IMPACT: \$11,800 per year



PROJECT: MD 475, East Street Extended

DESCRIPTION: Construct a 4 lane undivided roadway from East Patrick Street to South Street (0.4 miles). Includes sidewalks where appropriate.

JUSTIFICATION: This project supports the redevelopment of this area by Frederick City and provides access to the downtown MARC station. This is the first segment of the MD 475 (East Street Extended) project which will eventually tie into a new I-70 interchange.

SMART GROWTH STATUS:

- ☐ Project Not Location Specific or Location Not Determined
- ☒ Project Within PFA
- ☐ Grandfathered
- ☐ Project Outside PFA; Subject to Exception
- ☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

- I-70/I-270 Interchange (Construction Program)
- I-70, MD 85 Extended and MD 355 Interchange (Construction Program)
- I-70, Mt. Phillip Road to MD 144 FA (D&E Program)
- MD 475 (East Street Extended), South Street to proposed Walser Drive (D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Open to service.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

POTENTIAL FUNDING SOURCE: <input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER											
PROJECT CASH FLOW											
PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	476	476	0	0	0	0	0	0	0	0	0
Right-of-way	857	857	0	0	0	0	0	0	0	0	0
Construction	2,897	2,390	507	0	0	0	0	0	0	507	0
Total	4,230	3,723	507	0	0	0	0	0	0	507	0
Federal-Aid	2,324	1,910	414	0	0	0	0	0	0	414	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - N/A

PROJECTED (2025) - 21,000

OPERATING COST IMPACT: \$1,500 per year

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Year 2001 Completions</u>				
<u>Resurface/Rehabilitate</u>				
1	MD 17	South Church Street; Spruce Run to Highland School Road; resurface	400	Completed
2	US 40	Baltimore National Pike; Waverly Drive to end SHA maintenance; resurface	1,229	Completed
<u>Safety/Spot Improvement</u>				
3	MD 17	Burkittsville Road; at MD 180; construct roundabout	732	Completed
<u>Traffic Management</u>				
4	US 15	Jefferson National Pike; at Basford Road and Mountville Road; install intersection control beacons	73	Completed
5	US 15	Catoctin Mountain Highway; MD 26 to the Pennsylvania State Line; signing	33	Completed
6	US 40	Baltimore National Pike; at US 15 northbound ramp; signalization	65	Completed
7	US 40 ALT	Old National Pike; at Hollow Road; signalization	66	Completed
8	MD 77	West Main Street; East of Tower Road to east of Pryor Road; signalization	23	Completed
9	MD 85	Buckeystown Pike; at Marcies Lane; lighting	12	Completed
10	MD 355	South Market Street; at Schifferstadt Boulevard; signalization	23	Completed
<u>C.H.A.R.T. Projects</u>				
11	I 270	Eisenhower Memorial Highway; Frederick to I 495; install traffic detectors and variable message signs for advanced traffic management	521	Completed

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Years 2002 and 2003</u>				
<u>Resurface/Rehabilitate</u>				
12	US 15 BUS	Seton Avenue; US 15 south of Emmitsburg to US 15 north of Emmitsburg; resurface	724	FY 2003
13	I 70	Baltimore National Pike; MD 75 to the Carroll County Line; resurface	5,258	Under construction
14	MD 140	West Main Street/Waynesboro Road; Frailey Road to the Pennsylvania State Line; resurface	348	FY 2003
15	US 340	Jefferson National Pike; Washington County Line to MD 17; resurface westbound roadway	807	FY 2003
16	MD 464	Point of Rocks Road; Ninth Avenue to US 15; resurface	1,527	Under construction
<u>Bridge Replacement/Rehabilitation</u>				
17	I 70	Eisenhower Memorial Highway/Baltimore National Pike; East of Frederick to Baltimore County Line; deck overlay for 12 bridges in Carroll, Frederick and Howard Counties (Note: Cost for entire project shown in Carroll, Frederick and Howard Counties.)	6,719	Completed
18	I 70	Eisenhower Memorial Highway; Washington County Line to west of Frederick; deck overlay for 14 bridges (includes resurfacing eastbound roadway from Washington County Line to Grindstone Run)	7,267	Under construction
19	MD 351	Ballenger Creek Pike; Ballenger Creek Middle School to Crestwood Boulevard; culvert replacement with extensions and sidewalks	1,041	FY 2002
<u>Safety/Spot Improvement</u>				
20	US 15	Catoctin Mountain Highway; at Mountville Road; widening (Funded for preliminary engineering only)	263	PE Underway
21	US 15	Catoctin Mountain Highway; at MD 464; widen intersection to provide left turn lanes (Funded for preliminary engineering only)	121	PE Underway

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

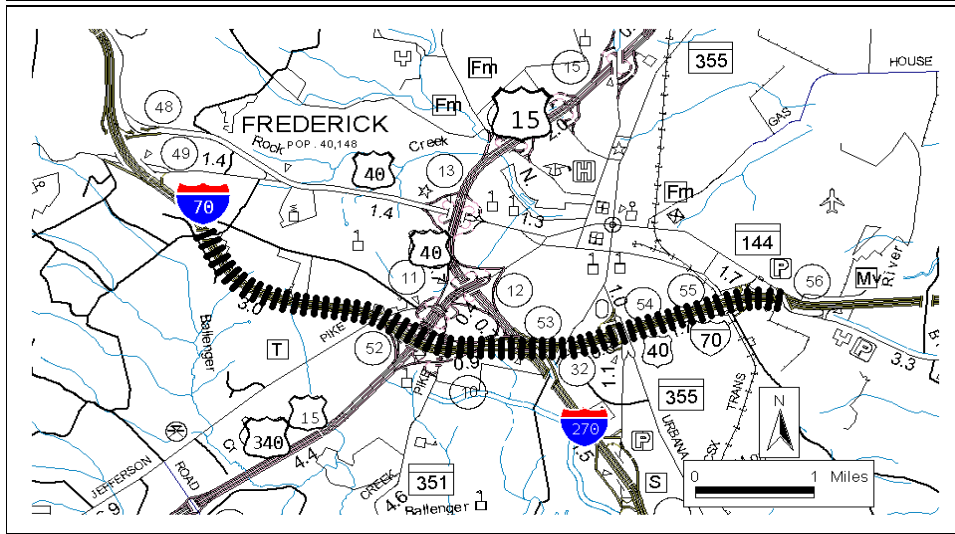
STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
<u>Fiscal Years 2002 and 2003 (cont'd)</u>				
<u>Safety/Spot Improvement (cont'd)</u>				
22	US 40	Baltimore National Pike; at Rock Creek; streambank protection	150	FY 2003
23	I 70	Baltimore National Pike; Bowman Farm Road Intersection to I 70 westbound; construct ramp	145	Under construction
24	I 70	Baltimore National Pike; at Bush Creek; streambank protection	150	FY 2002
25	MD 80	Fingerboard Road; 800 feet north of Roderick Road to 800 feet south of Roderick Road; geometric improvements	395	FY 2002
26	US 340	Jefferson National Pike; MD 478 to Mt. Zion Road; provide acceleration lanes (Funded for preliminary engineering only)	88	PE Underway
27	MD 355	Urbana Pike; 1500 feet north of Grove Road; drainage improvement	184	Under construction
<u>Neighborhood Conservation</u>				
28	US 40 ALT	Main Street; through Middletown; urban street reconstruct (Funded for preliminary engineering only)	294	PE Underway
29	MD 144 FB	Main Street; Royal Oak Drive to eastern limits of New Market; streetscape (Funded for preliminary concept studies only)	200	Concepts Underway
30	MD 180	Jefferson Pike; US 340 to Holter Road in Jefferson; streetscape (Funded for preliminary concept studies only)	139	Concepts Underway
<u>Traffic Management</u>				
31	I 70	Eisenhower Memorial Highway; at MD 17 and US 40; modify signing	27	Under construction

SYSTEM PRESERVATION MINOR PROJECTS PROGRAM

STATE HIGHWAY ADMINISTRATION -- FREDERICK COUNTY LINE 7 (cont'd)

ITEM NO.	ROUTE NO.	DESCRIPTION AND IMPROVEMENT TYPE	TOTAL ESTIMATED COST (\$000's)	CONSTRUCTION START Status as of December 1, 2001
		<u>Fiscal Years 2002 and 2003 (cont'd)</u>		
		<u>Environmental Preservation</u>		
32	US 15	Catoctin Mountain Highway; at Emmittsburg Welcome Center; expand and rehabilitate	2,530	FY 2003
		<u>Intersection Capacity Improvements</u>		
33	US 15	Jefferson Street; at US 15/340 Interchange; reconfigure interchange ramps	2,855	FY 2003
		<u>Enhancements</u>		
		<u>Archaeological Planning & Research</u>		
34		Archeology - Frederick County - Research and development of a GIS database of transportation facilities.	169	Underway
		<u>Landscaping/Scenic Beautification/Mitigation</u>		
35		East Street Landscaping - Landscaping of East Street between East Patrick Street and North of East 9th Street in the City of Frederick.	500	FY 2002



PROJECT: I-70, Baltimore National Pike

DESCRIPTION: Study to upgrade existing I-70 from Mt. Phillip Road to MD 144 FA (5.30 miles).

JUSTIFICATION: Although signed as I-70, this section was constructed as US 40 Relocated, the Frederick Bypass. Existing interchanges have short acceleration and deceleration lanes, very sharp curves, short merging and weaving sections and missing movements. Improvements include widening of the 4 lane section and reconstruction of the interchanges.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input checked="" type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-70/I-270 Interchange, (Construction Program)
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)
 MD 475 (East Street Extended), Patrick Street to South Street (Construction Program)
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)
 MARC, Point of Rocks to Frederick (MTA Construction Program)
 MD 475 (East Street Extended), South Street to proposed Walser Drive (D&E Program)

STATUS: Final Engineering and partial Right-of-way underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	0
RW	9135	0	0	0	0	IM
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☐ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	1,251	1,251	0	0	0	0	0	0	0	0	0
Engineering	12,275	10,057	1,500	718	0	0	0	0	0	2,218	0
Right-of-way	22,948	13,470	9,478	0	0	0	0	0	0	9,478	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	36,474	24,778	10,978	718	0	0	0	0	0	11,696	0
Federal-Aid	32,962	22,275	10,185	502	0	0	0	0	0	10,687	0

FUNCTION:

STATE - Principal Arterial

FEDERAL - Interstate

STATE SYSTEM: Primary

DAILY TRAFFIC : (USAGE IMPACTS)

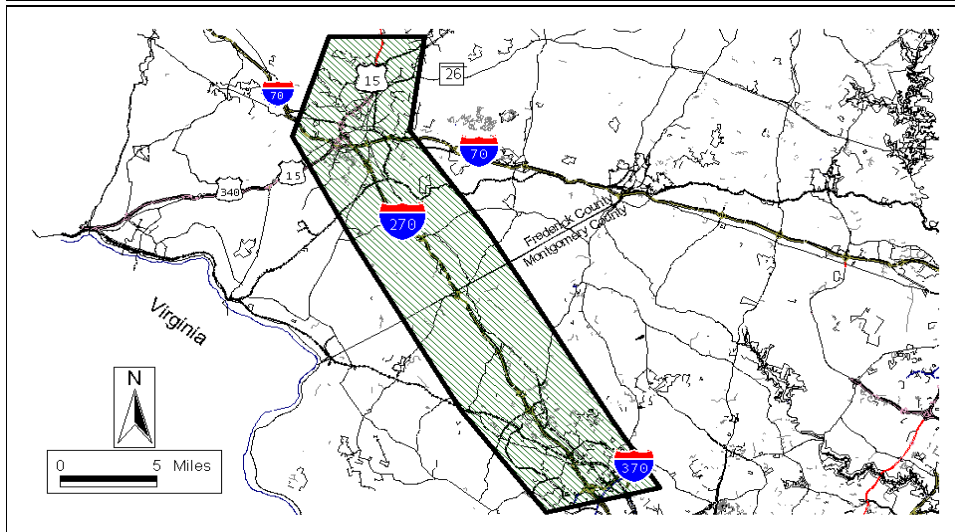
CURRENT (2000) - 72,300

PROJECTED (2025) - 118,000

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 9

INTERSTATE DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: I-270, Eisenhower Highway, and US 15, Frederick Freeway

DESCRIPTION: Multi-modal corridor study to consider highway and transit improvements in the I-270/ US 15 corridor in Montgomery and Frederick counties from Shady Grove Metro to north of Biggs Ford Road (27.90 miles).

JUSTIFICATION: Poor levels of traffic service and safety problems are experienced throughout I-270 and on US 15 through the City of Frederick. Traffic conditions will continue to deteriorate due to rapid development along this corridor. I-270 is a heavily traveled commuter and transportation route and transportation improvements are needed to relieve existing and future traffic and to support planned economic development.

SMART GROWTH STATUS:

- ☒ Project Not Location Specific or Location Not Determined
☐ Project Within PFA
☐ Grandfathered
☐ Project Outside PFA; Subject to Exception
☐ Exception Approved by BPW/MDOT

ASSOCIATED IMPROVEMENTS:

I-270/MD 124 Interchange (Construction Program - Montgomery County)
 I-70/I-270 Interchange (Construction Program)
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)
 I-70, Mt. Phillip Road to MD 144 (D&E Program)
 I-270/Watkins Mill Road Extended (D&E Program - Montgomery County)

STATUS: Project Planning underway.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: The Right-of-way cost increase of \$1.1 million due to a right-of-way hardship acquisition.

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:					<input checked="" type="checkbox"/> SPECIAL	<input checked="" type="checkbox"/> FEDERAL	<input type="checkbox"/> GENERAL	<input type="checkbox"/> OTHER			
PROJECT CASH FLOW											
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE	
					.....2004.....	.....2005.....	.....2006.....	.....2007.....		
Planning	9,247	5,950	1,400	1,400	497	0	0	0	3,297	0	
Engineering	0	0	0	0	0	0	0	0	0	0	
Right-of-way	1,054	1,054	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	10,301	7,004	1,400	1,400	497	0	0	0	3,297	0	
Federal-Aid	6,473	4,165	980	980	348	0	0	0	2,308	0	

FUNCTION :

STATE - Principal Arterial

FEDERAL - Interstate

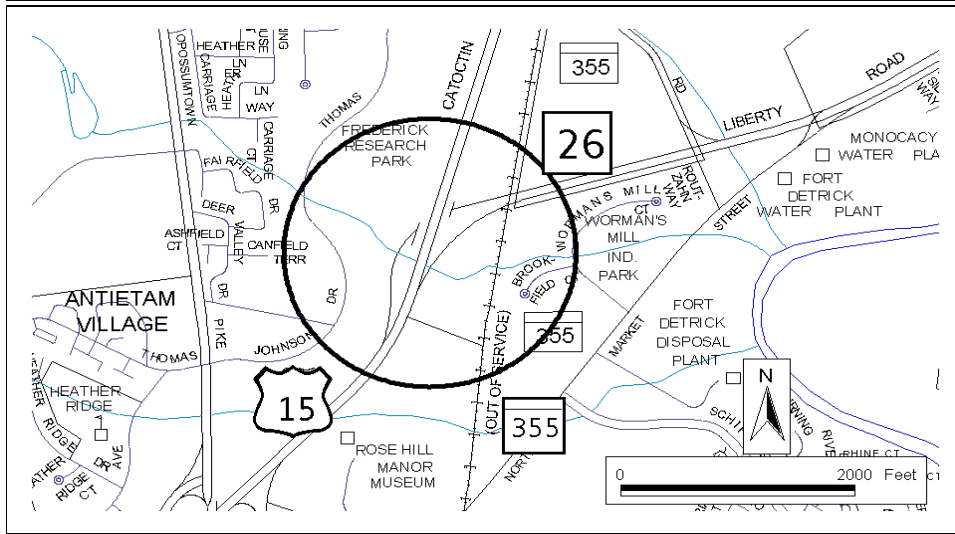
STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 35,700 (US 15)
189,550 (I-270)

PROJECTED (2025) - 130,000 (US 15)
278,300 (I-270)

OPERATING COST IMPACT: N/A



PROJECT: US 15, Catocin Mountain Highway

DESCRIPTION: Study to reconstruct the existing interchange at MD 26 to provide full movements, with an extension to Thomas Johnson Drive.

JUSTIFICATION: The missing movements to and from the north on US 15 cause capacity and safety issues along Opposumtown Pike and Wormans Mill Road at US 15. Ramp improvements are necessary to safely accommodate existing and planned development in the vicinity of the current interchange. Both US 15 and MD 26 are major roadways, and should have full access to each other.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-70/I-270 Interchange (Construction Program)
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)
 MD 475 (East Street Extended), Patrick Street to South Street (Construction Program)
 I-70, Mount Phillip Road to MD 144 (D&E Program)
 I-270 and US 15 Multi-Modal Corridor Study (D&E Program)
 MD 475 (East Street Extended), South Street to proposed Walser Drive (D&E Program)

STATUS: Project Planning underway. This project is a breakout from the I-270 / US 15 Multi-Modal Corridor Study (D&E Program - Line 9). This project is contingent upon contributions from the City and County. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: None.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007		
Planning	200	0	100	100	0	0	0	0	200	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	200	0	100	100	0	0	0	0	200	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Urban Freeway/Expressway

FEDERAL - Other Principal Arterial

STATE SYSTEM : Primary

DAILY TRAFFIC : (USAGE IMPACTS)

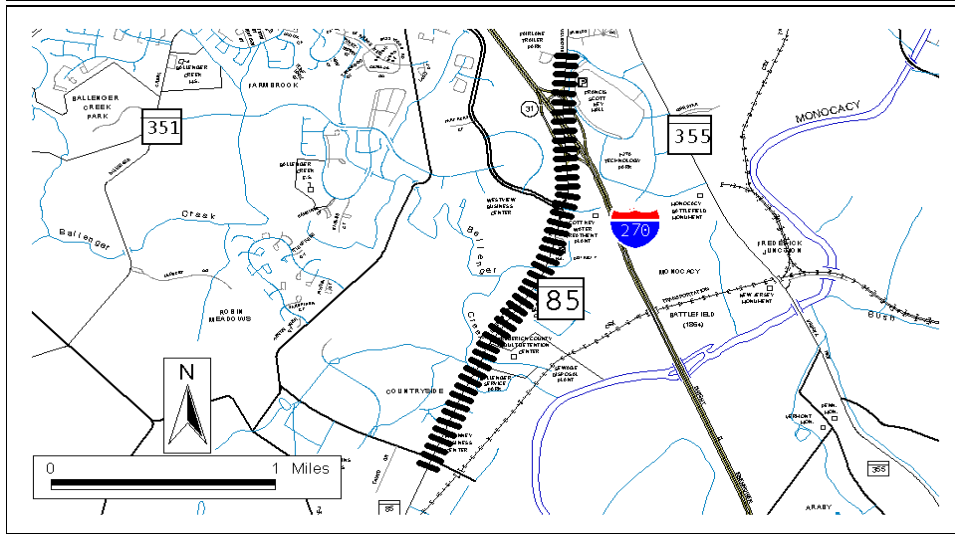
CURRENT (2000) - 36,800 - 79,500 (US 15)
 29,750 (MD 26)

PROJECTED (2025) - 61,900 - 130,000 (US 15)
 44,600 (MD 26)

OPERATING COST IMPACT: N/A

STATE HIGHWAY ADMINISTRATION -- Frederick County -- Line 11

SECONDARY DEVELOPMENT AND EVALUATION PROGRAM



PROJECT: MD 85, Buckeystown Pike

DESCRIPTION: Study to upgrade MD 85 to a 4 lane divided highway from south of English Muffin Way to north of Grove Road (2.40 miles). Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will relieve congestion and provide capacity for planned commercial development in the MD 85 corridor.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-270 and US 15 Multi-Modal Corridor Study(D&E Program)

Federal Funding By Year of Obligation						
PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

STATUS: Project Planning underway. Partial Final Engineering to begin during budget fiscal year. County to fund Project Planning and Final Engineering for \$1.1 million. The funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Added partial Final Engineering funding.

POTENTIAL FUNDING SOURCE:											
<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input checked="" type="checkbox"/> OTHER											
PHASE	PROJECT CASH FLOW										
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2001	CURRENT YEAR 2002	BUDGET YEAR 2003	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2004.....	.....2005.....	.....2006.....	.....2007.....			
Planning	0	0	0	0	0	0	0	0	0	0	0
Engineering	500	0	0	100	400	0	0	0	500	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	500	0	0	100	400	0	0	0	500	0	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Major Collector

FEDERAL - Urban Minor Arterial

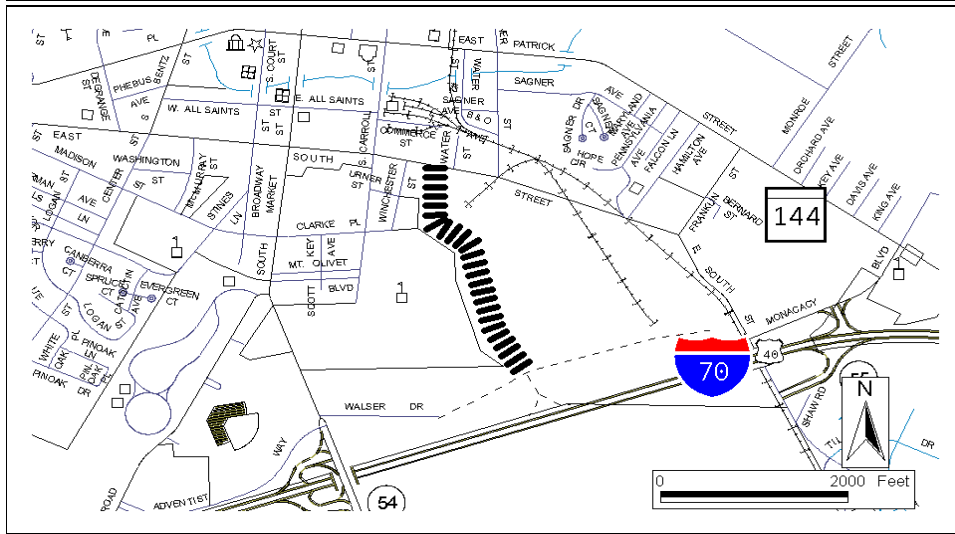
STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - 8,100 - 38,000

PROJECTED (2025) - 10,200 - 56,000

OPERATING COST IMPACT: N/A



PROJECT: MD 475, East Street Extended

DESCRIPTION: Study to extend East Street from South Street to proposed Walser Drive (I-70 project). Includes sidewalks where appropriate. Wide curb lanes will accommodate bicycles.

JUSTIFICATION: This project will enhance access to the City of Frederick from I-70. This project will also provide access to the new MARC station downtown which is an element of the Carroll Creek flood control revitalization project.

SMART GROWTH STATUS:

- | | |
|---|--|
| <input type="checkbox"/> Project Not Location Specific or Location Not Determined | <input type="checkbox"/> Project Outside PFA; Subject to Exception |
| <input checked="" type="checkbox"/> Project Within PFA | <input type="checkbox"/> Exception Approved by BPW/MDOT |
| <input type="checkbox"/> Grandfathered | |

ASSOCIATED IMPROVEMENTS:

I-70/ I-270 Interchange (Construction Program)
 I-70, MD 85 Extended and MD 355 Interchange (Construction Program)
 MD 475 (East Street Extended) Patrick Street to South Street (Construction Program)
 MARC, Point of Rocks to Frederick (MTA Construction Program)
 I-70, Mt. Phillip Road to MD 144 (D&E Program)

STATUS: Final Engineering underway. City of Frederick to fund 50% of total Project Planning and Final Engineering costs. Funding shown is SHA share only.

SIGNIFICANT CHANGE FROM FY 2001 - 06 CTP: Right-of-way funds deleted due to the national economic slowdown. See page A-11.

Federal Funding By Year of Obligation

PHASE	FFY 2002	FFY 2003	FFY 2004	FFY 2005	FFY 2006 - 2007	FEDERAL CATEGORY
PP	0	0	0	0	0	----
PE	0	0	0	0	0	----
RW	0	0	0	0	0	----
CO	0	0	0	0	0	----

POTENTIAL FUNDING SOURCE:

☒ SPECIAL ☒ FEDERAL ☐ GENERAL ☒ OTHER

PROJECT CASH FLOW

PHASE	TOTAL		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2001			2004	2005	2006	2007	2008		
Planning	351	351	0	0	0	0	0	0	0	0	0
Engineering	532	295	175	62	0	0	0	0	0	237	0
Right-of-way	12	2	10	0	0	0	0	0	0	10	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	895	648	185	62	0	0	0	0	0	247	0
Federal-Aid	0	0	0	0	0	0	0	0	0	0	0

FUNCTION :

STATE - Minor Arterial

FEDERAL - Minor Arterial

STATE SYSTEM : Secondary

DAILY TRAFFIC : (USAGE IMPACTS)

CURRENT (2000) - N/A

PROJECTED (2025) - 21,000

OPERATING COST IMPACT: N/A